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The Daily Press.

HONGKONG, DECEMBER 1st, 1910.

We are able to publish to-day the details of what one of our correspondents euphemistically calls the "little mission" of the soldiers and sailors of Macao who on Tuesday afternoon laid siege to Government House and by this means compelled the Governor to sign forthwith a decree for the expulsion of the religious orders, and to give an order for the suppression of a Portuguese newspaper which had ventured to voice the sentiments of a very large section of the community in favour of the exemption of Macao from the operation of the drastic decree issued at Lisbon. At the same time they demanded an increased rate of pay, which we gather was conceded by the Governor under compulsion. It is anarchy pure and simple. The government of the Colony is thus seen to be in the hands of a rabble soldiery. Though none of the letters from which we have compiled our report expressly make the statement, we have been informed that the armed troops concerned in this escapade were under the command of no officer above the rank of sergeant. The men had openly revolted against the authority of their officers, and, having the Governor at their mercy, obtained from him a promise that none who had participated in the "demonstration" should be punished; yet they appear to have had the impudence to tell their Commander-in-Chief that "it was

no wise their intention to prove unruly or undisciplined." Whatever they may think of their "intention," their fear of punishment clearly betrays a recognition of the fact that their actual conduct was utterly opposed to all notions of military discipline and therefore merited the severe punishments which the Army Regulations of all well-governed countries provide in such cases. If there is any honour and any sense of discipline left in the Portuguese Army we shall be much surprised to learn that a promise wrung from the Governor in such circumstances is held to be binding. The forces of the nation are only required to uphold the law by means when they are directed by their superior officers under authority of the Government; when the men take it upon themselves to enforce what they imagine to be law, the result is anarchy. If the Governor had been recalcitrant and had refused to carry out the instructions forwarded to him, there are well-recognized means open to the Home Government to deal with such a situation, viz., by the cancellation of the appointment. But SENHOR MARQUES has not been recalcitrant. He has enforced the order against the Jesuits, and is prepared to take similar action against the other religious orders "as soon as the Lisbon Government think fit that he should do so." In other words His Excellency has not received any definite instructions to expel the nuns. Yet, on the mere supposition that such instructions had been received, we have the sorry spectacle of a large number of men of the Army and Navy scattering discipline to the winds, and, by a show of force, intimidating the Governor into issuing decrees not warranted by his instructions from Home. That is the situation, and the seriousness of it cannot well be minimised. The government of the Colony has been handed over to a rabble soldiery. As to the number of men actually concerned in this "demonstration," the reports are conflicting. One says "a mere handful," another about fifty, a third about a hundred. Altogether there are some six hundred troops of both services in Macao, and it would be interesting to know why a fraction of them were allowed for two or three hours to keep the city in a turmoil while the others, who presumably remained loyal to their officers, were not employed to get the recalcitrants back to barracks. Possibly if this had been attempted a worse state of affairs might have resulted, and the community of Macao has, perhaps, something to be thankful for that no personal violence was done to any one.

The opening ceremony of the first section of the Canton-Kowloon railway, at the Chinese end, takes place on Monday next.

Famine prevails in the province of Hunan and also in the northern portion of Anhui province, where the famine is described as one of the worst in history.

On page 5 will be found an interesting account of a Hongkong-born Jesuit Priest who was at the College of Barro, in Lisbon, at the time of the revolution.

Vice-Admiral Sir G. Neville, commanding the Third and Fourth Divisions of the Home Fleet, was nominated to preside over the Edinburgh Rubber Estate, Selangor.

The British estate of the late Mr. Philip Arnold, senior partner in Messrs. Arnold, Karberg & Co. of London, Shanghai, Canton, New York, and Berlin, a director of the Shell Transport and Trading Co., Ltd., has been sworn at £23,682.

THE PLAGUE IN NORTH MANCHURIA.

Further advices from North Manchuria give the following totals of cases of plague up to the 13th inst.

	Chinese.	Russian.
Manchouli	141	129
Delat Nor	21	16
Chelantun	1	1
Haller	1	1
Puketu	4	2
Taichahne	4	4
Harbin	1	1
Total	174	154

At Manchouli on the 13th inst., there were 17 Chinese and 1 Russian cases with 12 Chinese fatalities, besides 7 fresh Chinese cases. 1,464 people were under medical surveillance.

Delat Nor had 1,001 people in detention for medical surveillance, Harbin 213 people and Taitshuher 1.

The Russian Railway management commenced at Harbin Station the medical inspection of the passengers and servants of the trains arriving from the west, except the express trains.

The management, wide awake to the danger of the plague, and similar animals as quickers media for the transmission of the plague, has decided to suspend until further notice the transportation of these animals, their carcasses, skins and meat and oil manufactured therefrom.—*Manchurian Daily News.*

TELEGRAMS.

[Printed by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

CHINESE PORK ADMITTED INTO LIVERPOOL.

LONDON, November 30th.
The Liverpool Health Authorities have admitted the "Lizanka's" cargo of 6,270 carcasses of Chinese pigs, besides thousands of packages of frozen eggs, lard, ducks, geese, snipe and beans.

CHOLERA IN PORTUGAL.

LONDON, November 30th.
The Lisbon correspondent of the "Morning Post" reports that 77 cases of cholera, of which 32 have proved fatal, have occurred at Fátima.

DISASTROUS STORM IN THE CASPIAN SEA.

LONDON, November 30th.
During a storm in the Caspian Sea a landing stage was sunk and three hundred Persians were drowned. Ten vessels were sunk and seven coast towns flooded.

ALLEGED FALSE PRETENCES BY AN AMERICAN.

At the Magistracy yesterday A. Thayer, an American, appeared to answer the charges of false pretences preferred against him.

His Worship (Mr. J. E. Wood):—Are you prosecuting, Mr. Looker?

Mr. Looker:—No, the police are prosecuting. His Worship:—Then you are not prosecuting any more?

Mr. Looker:—No, the police will.

His Worship:—Are you prosecuting, Mr. Denny?

Mr. Denny:—Not at the moment, your Worship, but I have some interest in the case. The police are represented by Sergt. Wills, and I understand Mr. Gardiner, who is appearing for the defence, is going to ask for an adjournment for a week. In these circumstances the police won't object.

Mr. Gardiner:—I would ask for a remand.

Mr. Denny:—There are three cases before your Worship.

His Worship (to Mr. Davies):—Are the Hongkong Hotel prosecuting?

Mr. Davies:—No, they are not.

His Worship:—Then you are prosecuting, Sergt. Wills.

Sergeant Wills:—Yes, sir.

Mr. Gardiner:—I would like an adjournment.

His Worship:—How long?

Mr. Gardiner:—Three or four days as far as I am concerned, or I think a week will be more convenient to all parties. Will your Worship fix a day?

His Worship:—Do you want a formal adjournment or an adjournment for hearing?

Mr. Gardiner:—A formal adjournment.

His Worship:—If the case is committed it will have to stand over the December sessions. That means it will be January before it is taken?

Mr. Gardiner:—Would your Worship remand it formally for three or four days, till Saturday morning?

His Worship:—You are remanded until Saturday morning. I don't think I can ask the police to keep you any longer in custody. You will be remanded in goal. Bail as before, \$5,000. Defendant was then remanded.

APPOINTMENTS IN THE BRITISH FLEET.

The Admiralty on the 9th inst. issued the following announcement:—

The King has been pleased to approve of the following appointments in the Fleet:—Vice-Admiral George F. R. King, C.V.O., to be Commander-in-Chief on the Australian Station, in place of Vice-Admiral Sir Richard Poore, Bt., K.C.B., C.V.O.

Rear-Admiral Richard Henry Peirse, M.V.O., to be Rear-Admiral in the Home Fleet, vice Rear-Admiral Frederick Doveton Sturdee, C.V.O., C.M.G.

Rear-Admiral Richard Bowles Farquhar to be Rear-Admiral in the Third and Fourth Divisions of the Home Fleet at Devonport, in succession to Rear-Admiral Arthur C. Galloway.

WEATHER REPORT.

On the 30th at 11.55 a.m.—The barometer has fallen over the N.E. coast of China, W. Japan and Vladivostok, and risen elsewhere, particularly over the Yangtze valley.

The depression lying over the E. coast of China yesterday, has moved towards N.E. and is now situated over the Yellow Sea.

Pressure is high over the N.E. part of the Sea of Japan, and also to the North of the Upper Yangtze valley.

The monsoon will probably freshen again in the Formosa Channel and the N. part of the China Sea by to-morrow.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (N.E. winds, freshening; fair to cloudy & misty. Same as No. 1.)

Formosa Channel (Same as No. 1.)

South coast of China between Hongkong and Loochoo (Same as No. 1.)

South coast of China between Hongkong and Hainan (Same as No. 1.)

THE REVOLT IN MACAO.

THE GOVERNOR INTIMIDATED.

From letters received from our regular correspondent at Macao and others we compile the following account of the sensational demonstration by a large body of troops at Macao on Tuesday afternoon.

A party of sailors from the gunboat *Patric* came ashore armed with rifles, and marched to the San Francisco public gardens in the vicinity of the convents, where they fired three shots—evidently a pre-arranged signal for the assembly of troops. As soon as the signal was given, armed men were seen making for the rendezvous from the San Francisco military police barracks, followed by armed men of the infantry and artillery. A large body of them marched down the Praya Grande to Government House evidently labouring under great excitement. Dr. Andrade and Senhor F. de Meneses appeared on the scene and interrogated the men, asking what their intentions were. Realising at once the state of affairs these gentlemen offered to see His Excellency the Governor on their behalf. A few moments later a small detachment of the men were called into Government House to state their demands. After they had been inside some little time, the troops without grew impatient and a raid on the residence seemed to be threatening, but officers who were near the steps succeeded in cooling the excitement and counselled a little patience. It is related that when Capt. Arrambujo Martins tried to induce the men to return to their barracks, one of them levelled a rifle at him. The Captain opened his tunic and said contemptuously, "Fire if you want to!"—but, happily no shot was fired.

The men demanded from the Governor:

(1) That His Excellency should immediately issue a decree expelling all the religious orders.

(2) That the men of the Army and Navy should be given a better rate of exchange for their pay.

(3) That His Excellency should immediately suppress the newspaper *Vida Nova*.

The Governor had to yield to these requests and signed the decrees for the expulsion of all the religious orders, and for stopping the publication of the *Vida Nova*. After receiving the written promises of the Governor, the men were conducted back to barracks by the officers of the companies to which they belonged, but it was evident that many of them were reluctant to go.

The "offence" of the *Vida Nova* appears to be solely that it has advocated the retention of the religious orders in Macao, and last Sunday published the text of the petition which had been unanimously signed by the heads of families in the Colony praying the Home Government to exempt Macao from the operation of the order of expulsion.

With regard to the pay question, we learn that the men are paid on a *role* basis, at an exchange of 540 reis to the dollar, whereas the current rate of exchange is about 480. The rate is fixed at the beginning of the financial year, and the men had been informed that no change could be made until the beginning of a new year.

One of our correspondents says that the demands included the expulsion of the Bishop of Macao.

The community and especially the women-folk and the Chinese were much alarmed, but our correspondents concur in stating that the "demonstrators" showed no disposition to molest the civil community.

The Chinese, especially in the neighbourhood of the Praya Grande were frightened and many fled. Many shops closed their doors. The noise and excitement lasted for two or three hours.

One Portuguese correspondent informs us that the Macao Hotel, of which Mr. Farmer is the proprietor, lodged the British flag over the house, and gave refuge to many Hongkong children from the Convent.

On news of the affair reaching Hongkong on Tuesday night several British residents who had children in the Convent schools chartered a steam launch which left for Macao at midnight. By the first steamer yesterday about a dozen Sisters and a score of children came down to Hongkong.

It was reported in the Colony on Tuesday night that the Governor and Mrs. Marques would be leaving immediately for Europe. News has reached the Colony that the lieutenant who distinguished himself by shooting four loyalist officers of the *Dom Carlos* when the revolution broke out and then took command himself, has been appointed to the Governorship of the Colony.

One correspondent mentions that a counter petition to the one already alluded to is being numerously signed praying the Home Government to strictly enforce the decrees for the expulsion of the religious orders from Macao.

Another correspondent writes:—

This poor Colony and its inhabitants have been so much maligned of late that to give Caesar his due, I am sending you a true statement of the events of the day as I had them from the best authorities. You will much oblige us all by publishing same."

This statement reads as follows:—

"Under the impression that the local government had not acted out in its entirety the decree relative to the expulsion of the Jesuits and the suppression of the religious orders a handful of men from the Navy in common with some of the land forces undertook to approach H.E. the Governor to-day thereabout. They foregathered in the public gardens by 3 p.m. and thence marched down the Praya Grande. On reaching Government House a detachment composed of 2 lieutenants and 2 privates from the Infantry and

Police Corps respectively was sent up to interview the Governor. On stating their errand the cablegrams he had received from Home relative to the matter. The Jesuits, he said, had already been expelled, and as regards the other congregations which were exercising so much good among the rising generation he would not as soon as the Lisbon Government thought fit he should do so. The deputation then stated that they and their fellows were apparently acting in defiance of order and authority, yet it was nowise their intention to prove unruly or undisciplined. They did not mean to hurt a soul. All they asked was the due execution of the law, and requested exemption from punishment for all those who had shared in the demonstration. The Governor acquiesced, and the men marched quietly back to barracks fully satisfied with the result of their little mission. In spite of the hundred and one versions of the incident, not a soul was injured, neither did the men show any signs of aggressiveness. They went back to their supper and all was quiet for the rest of the evening.

"Ignorant of the real state of things parents very concernedly withdrew their children from the convents, but there was, in truth, no cause for alarm, as no bodily injury was intended.

"A rumour, however, was rife towards night-fall that the nuns were leaving the Colony of their own accord, to-morrow, suitable arrangements having been made for the children in their charge."

Italian Sisters who arrived in Hongkong yesterday stated that soldiers and sailors used the most abusive and obscene language towards them and threatened to attack the convent.

COLONEL DOBELL APPOINTED A.D.C. TO THE KING.

The many friends of Colonel Dobell in Hongkong will be pleased to read the following extract from the *London Gazette*:—

"Brevet Lieutenant Colonel, Charles Macpherson Dobell, D.S.O., the Royal Welch Fusiliers, a General Staff Officer, second grade, at the War Office, to be an Aide-de-Camp to the King, and is granted the brevet rank of Colonel, vice Colonel L. A. Hope, C.B., retired, dated November, 4th 1910."

Lieut. Colonel Dobell will be remembered as the Adjutant of the Royal Welch Fusiliers during the stay of his battalion in Hongkong. The gallant officer has had a most distinguished career and served with great credit in the Hazaia Expedition, 1891, South African War, 1899-1900, China 1900, and West Africa (Northern Nigeria) 1906. He is a graduate of the Staff College. Brevet Colonel Dobell is the second graduate of the Royal Military College of Canada to become an Aide-de-Camp to the King, the other being Brevet Colonel W. C. G. Heneker, D.S.O., of the Connaught Rangers.

THE NEXT RACE MEETING.

ARRIVAL OF GRIFINS.

The first batch of griffins, numbering 21 arrived yesterday per s.s. *Anhui*, and were ended at Douglas wharf. The drawing, which took place yesterday afternoon at Kennedy's Horse Repository, was as follows:—

- 1—Grey, D. M. Ross.
- 2— "Capt. Brierley.
- 3—White, Way Poong Mess.
- 4—Dun, C. H. Ross.
- 5—Grey, W. D. Jupp.
- 6— "C. M. Mayef.
- 7—Ches, Hon. Dr. Atkinson.
- 8—Grey, M. W. Slade.
- 9—Light Dunn, Sir H. N. Mody.
- 10—White, N. J. Stabb.
- 11—Grey, J. W. Bolles.
- 12—Ches, Capt. Farquhar.
- 13—Bay, Major Grace.
- 14—Ches, F. B. Marshall.
- 15—Grey, Hon. Mr. Murray Stewart.
- 16—Pie'd, Ellis Radcliffe.
- 17—Brown, H. C. Ehrenfels.
- 18—Ches, D. Macdonald.
- 19—Grey, H. Humphreys.
- 20—Dun, G. E. Frieland.
- 21—Grey, F. B. Deacon.

THE DEVELOPMENT OF MACAO.

A special correspondent of a London paper telegraphed from Lisbon on the 4th inst. the following information:—

The journal *S. Paulo* reports that the Provisional Government's decision to improve the Port of Macao has been well received. A group of interests in China offered a loan for the reconstruction of the quay and other improvements; the cost of which is estimated at £600,000. The loan is to be redeemed by easy payments at a low rate of interest. They desire, however, a concession for the establishment of gambling saloons. The Government regards the proposal favourably, but declares that it is impossible to come to a decision on the subject before the National Assembly is convened.

THE POSSIBILITIES OF PANAMA.

Some results of the cutting of the Panama Canal are obvious, says Mr. W. J. Weston in the *Magazine of Commerce*. Trade with the west coast of America will be much increased by the possibility of avoiding the present costly railway carriage across the Continent, or the long and arduous voyage round the Horn. The valuable shipments of tea and silk which now reach Europe by way of Vancouver, Seattle, San Francisco, the great railways, and the Atlantic ports, would be diverted to the Isthmus. In time, indeed, Panama may become as great an emporium as Singapore or Hongkong. An impetus will doubtless be given to the exploitation of the mineral resources of Mexico and South America; and the Pacific wheat and timber trade will be encouraged.

JOHN GRANT BEFORE THE MAGISTRATE.

The hearing of the charges of forging and uttering forged cheques and with being in possession of a cheque in the Colony knowing it to have been stolen outside the Colony, preferred against John Grant, was resumed at the Magistracy yesterday before Mr. E. R. Hallifax. Mr. Denny, who prosecuted, added a further charge against the defendant of obtaining credit to the amount of \$8.50 in the Vienna Cafe on the 30th October by means of fraud.

The second witness was Emily Beck, residing at 12, Hollywood Road, who said she knew the prisoner. He recently stayed two days at her house, and left her cheques amounting to \$875. Before he left he gave her the cheque produced in payment of the cheques. The cheque was out of her book and was signed by the prisoner. The cheque was sent to the Hongkong and Shanghai Bank, but was returned with a chit stating that there was no account in the name of G. Smith Grant.

Witness was cross-examined at length by prisoner. She said she thought prisoner was the man who signed the cheque.

Are you positive?—I think so.

Are you certain?—Yes.

Prisoner said he disputed the amount, and denied that the cheque was his.

Witness, in reply to his Worship, said the \$875 included immoral consideration.

The houseboy at 12 Hollywood Road spoke to taking cheques to the Bank. They were returned to him without payment. He saw defendant in the house.

Prisoner—Was I with any other gentleman?

Witness—No.

William H. Stewart, assistant in the Hongkong and Shanghai Bank, said he had seen the document produced. If the cheques were a good one it was his business to mark it for payment, but there was no account in the name of the drawer of the cheque, Gordon Smith Grant. He reported it to the chief accountant, who endorsed the cheque "No account."

A few days later another cheque was brought to him at the Bank. That was in the name of G. Smith Grant. There was no account in that name.

A boy in the Vienna Café spoke to seeing the defendant, accompanied by a friend, in the Café on October 30th. He ordered some refreshments and signed the chits produced. They were signed "G. Smith Grant, P.W.D., Kowloon Canton Railway." One was signed "G. Smith Grant, Kowloon-Canton Railway, Public Works Dept."

The bar boy at the Imperial Hotel gave evidence of having seen defendant at the Hotel. He recognised the chits produced as having been signed by the defendant. They were signed "E. Roberts, Chinese Section Railway, Loft."

Cross-Examined by defendant.

Did I pay cash for everything I had before that afternoon?—Yes.

Edna Stewart, of 53, Hollywood Road, said defendant came to her house on the morning of November 12th and remained some days. He told her he was E. Roberts, of Kowloon-Canton Railway, and lived at Lowu. Before he left she said if he would give her a cheque she would return his chits. He drew a cheque from his pocket, filled it up for the amount of \$260, and signed it E. Roberts. Defendant then tore up the chits. Afterwards he signed two chits, one for \$10 and the other for \$30. She went with him to another house and in consequence of what she heard she became suspicious and told him she thought he was not Mr. E. Roberts. Defendant replied that he was, and added that the cheque would be honoured. She then said she would apologise if the cheque were honoured, and he replied that it would be honoured. Afterwards she asked, "Are you John Grant?" He answered, "The idea of your taking me for that bounder John Grant, who has been in goal." She had no idea he was John Grant. Next morning she sent the cheque to the bank and later it came back with a memorandum attached stating that the signature differed from the one in their possession. Defendant told her he was K. Roberts' brother. That was in consequence of a conversation, and it was then she got suspicious.

Cross-examined by defendant, witness said she had been ten years in Hongkong.

Have you ever seen me before the night of the 11th?—Not as you are now.

How do you mean, not as I am now?—You had a moustache when I saw you at 25.

How long is that ago?—I don't remember.

Did I introduce myself as E. Roberts, or was it the other gentleman with me?—You introduced yourself.

Do you know anything about a quarrel downstairs on the night of the 12th?—No.

Do you know if I had any cash on me?—\$10.

Do you remember my mentioning about losing a cheque?—No.

Do you know that I paid the boy \$50 on Saturday night?—I do not.

What was this \$225 for?—Board and refreshments.

Mr. E. Abraham, a clerk in the Chartered Bank, stated that a cheque (produced) came from a book which was supplied to Mr. Kendrick Roberts, whose address was Canton-Kowloon Railway, c/o Messrs. Jardine, Matheson & Co. He saw the cheque on November 14th, but did not recognise the signature as that of any of the bank's customers. On looking up the signature of Mr. Kendrick Roberts he saw that the signature on this cheque was nothing like it. In consequence he attached a memorandum stating that the signature differed from the one in the bank's possession, and returned the cheque.

Witness had never known the defendant by the name of E. Roberts, and there was no account at the bank in that name.

The hearing was adjourned until to-morrow afternoon.

AUCTION

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 5th day of December, 1910, at 3 p.m., at the Office of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of the right to quarry Stone on the following Lots of CROWN LAND around Kowloon Bay, in the New Territories, and elsewhere in the Colony of Hongkong, for a period extending from 1st day of January, 1911, up to and including 31st day of December, 1915.

PARTICULARS OF THE LOTS.

No. of Sale	Registry No.	Locality.	Contents in Acres.	Upset Annual Crown Rent.
1	Ngan Shi Wan Quarry Lots Nos. 1, 2 and 3.	Ngan Shi Wan.	6.23	2,000
2	Ngan Shi Wan Quarry Lot No. 4.	Do.	6.50	500
3	Ngan Tau Kok Quarry Lots A, 1-5 and 7-24.	Ngan Tau Kok.	19.65	3,100
4	Sai Tau Wan Quarry Lots B, 1-16.	Sai Tau Wan.	16.53	1,000
5	Cha Kwo Liang Quarry Lots C, 1-30.	Cha Kwo Liang.	28.56	3,300
6	Lyemun Quarry Lots D, 1-25.	Lyemun.	25.44	3,800
7	Ma Tau Kok Quarry Lot No. 7.	Ma Tau Kok.	6.70	2,600
8	Ma Tau Kok Quarry Lot No. 8.	Do.	4.00	2,000

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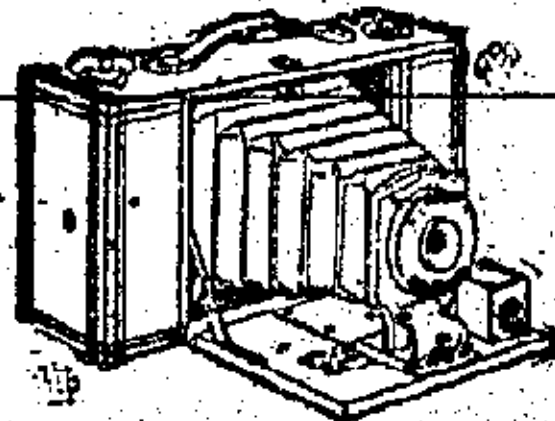
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SHOTS. From No. 10 to \$880. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
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Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [1181]

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [38]

RATEPAYERS MEETING
AT AMOY.

THE WATER SUPPLY QUESTION.

A special meeting of Kulungau Ratepayers was held at the Municipal Board Room, Kulungau, Amoy, at 4.30 p.m., on 22nd November, when there were present:—Miss McGregor, Revs. F. P. JOSELAND, P. W. PITCHER and G. M. WALES, Drs. J. MOORHEAD, C. MARX (Chairman), and A. READING, Messrs. H. J. P. ANDERSON, J. H. ARNOLD, H. BATHURST, R. G. H. BRODERSON, A. DEIRO, FERRIER, F. W. FOWLER, H. B. FRIKKE, W. C. HANKIN, J. T. HASHIMOTO, W. KRUSE, (3), J. KUPCH, H. S. MAOKENZIE, C. M. ARTENS, J. P. MORLEY, J. Noble, H. B. PIKE, P. M. SARGAR, E. THOMAS, L. I. THOMAS, K. TENDZARABARA, B. G. TOURS (2), W. WILSON (2) and others.

Dr. C. MARX, His Imperial German Majesty's Consul and Senior Consul, was in the chair.

On the motion of the CHAIRMAN, Mr. Berkeley Mitchell was appointed Secretary to the meeting, and read the notice convening same.

Mr. W. KRUSE, Chairman of the Municipal Council, addressed the meeting as follows:—Miss McGregor and Gentlemen, I think that most of you will recall that in the Council's Annual Reports for several years the ratepayers' attention has been drawn to the fact that some adequate water supply should be provided on this island. I think that you will also recall the old adage that "one never misses the water until the well runs dry," and truly nothing could be more applicable to the situation at the present time. Numerous wells, both public and private, have become dry on account of the prolonged drought, in spite of restrictions issued by the Council against the indiscriminate removal of water from the island, making it a serious question for the health of the Settlement, to say nothing of the inconvenience caused to all. The Council has endeavored to cope with the situation by sinking additional public wells; this has cost a considerable amount of money, but only one has proved a success, and even this cannot be really so considered at the present time, owing to the fact that during a greater portion of the day it is so taxed that no water is available. The question of meeting this state of affairs was discussed at numerous meetings of the Council, and finally, failing no other solution of the problem, we invited a Japanese expert to come over from Formosa and advise us whether or not an artesian well could be successfully sunk on the island. This party spent a week with us and went over the ground carefully with our Captain-Superintendent of Police, and eventually reported that in his opinion an artesian well could be successfully sunk at almost any point on the island, and that its maximum depth would be 1,800 feet. A two inch well, which is proposed to sink, has an estimated flow of from 15,000 to 17,000 gallons per 24 hours, and would cost, according to our expert's figures, \$3,550, comprised as follows:—

150 days (12' bored per day) @ \$18 per day (including the fee of contractor and his assistants, cost of repairs to machinery, borer, coolies, &c.)	2,700.00
Formosa	150.00
Fees and freight on machinery from Formosa	700.00
Cost of 1,800' of 2" piping	700.00
Total	\$3,550.00

You will see from the express issued by the Senior Consul convening this meeting that it is for the purpose of settling the expenditure of funds for the sinking of an experimental artesian well. This expression "experimental" has been used for the reason that it has been ascertained (after having consulted such text books bearing on the subject as were available in Amoy, and after one of our body had consulted expert opinion in Hongkong) artesian wells are not always successful. Frequently no water bearing strata is struck, and, again, water may be struck and the well not be a flowing one. However, it would never be known whether an artesian well is possible unless someone takes the initiative, and there seems no other solution of the problem at any reasonable expense. I have neglected to state in the event water is struck at a less depth than 1,800 feet, of course the expense will be proportionately diminished. As to the site on which it is proposed to locate this experimental well, the Council has no definite recommendation to submit to you at the present moment, as it has been thought advisable to leave this until the expert comes over from Formosa in the event of your sanction being obtained at this meeting. Naturally, the question will occur to you as to where the funds will be obtained for meeting this expenditure, and I am pleased to say, on behalf of my colleagues, Mr. H. B. PIKE, of the Hongkong and Shanghai Banking Corporation, that he will allow us an overdraft, which it is proposed to retire by setting aside a sinking fund of \$2,000 each year from the budgets of 1911 and 1912. At the present time our entire indebtedness amounts to only \$18,000, which consists of 180 debentures of \$100 each bearing interest at the rate of 7 per cent. per annum. These funds were raised for the purpose of acquiring land and constructing Municipal buildings, gas, &c., and is conservatively estimated that the land and buildings at the present time are worth \$25,000. I think, therefore, that you will agree with us our finances are in even too healthy a state, for at the expiration of fifteen years, even taking into consideration this expenditure, the island will be free of debt, and these coming to reside at that time will find their buildings all paid for, wells sunk, roads and drains constructed, &c., &c. If this artesian well proves a success, it is possible that some future Council will take up with you the question of sinking a larger one, and by constructing reservoirs and laying

mains supply water to each individual house on the island, charging, of course, a regular water rate. This would certainly be a great convenience, to say nothing of the great protection which would be afforded in the event of fire, and would also improve the sanitary state of the island. I should like to state that it is not proposed to in any way increase taxation for this suggested experimental well, and in the event of it turning out a success, I am sure you will agree with me that the value of such an asset will be appreciated by all. If there are any other questions you would like to ask I shall be pleased to answer them to the best of my ability. Failing any question the subject is now open to discussion.

Rev. G. M. WALES—If the experimental artesian well is a success, is it the ultimate intention of the Council to sink numerous wells on the island? If not, he would not see what benefit would accrue to the whole community? As an illustration: an artesian well in Chambo would not benefit those in the North-East end of the island and vice versa.

Mr. L. I. THOMAS—It was the Council's original intention to sink an artesian well at each end of the island; but on reconsideration it was decided to recommend only one well at the present time, and this to take the form of an experimental scheme only. If water is obtained even this small quantity could be conserved, and by laying a main to the larger distributing centres in proximity it would greatly relieve the situation.

Mr. H. BATHURST spoke about the present situation and considered that more surface wells might meet the case.

Mr. W. KRUSE said that the sinking of such wells had not proved a success.

Mr. J. P. MORLEY—In the event of the experimental well failing, is it the purpose of the Council to make other experiments in various parts of the island at costs not exceeding \$3,550 each?

Mr. W. KRUSE—Yes, I should think so.

Mr. L. I. THOMAS (after speaking to Mr. KRUSE) rose and said:—I think Mr. KRUSE misunderstood Mr. Morley. The Council's purpose was that the most promising site would be selected for the well and if it was a failure, in all probability the artesian well scheme would have to be abandoned, as if water was not found there it would be hardly likely elsewhere. Then in that event some other scheme would have to be put forward.

Rev. F. P. JOSELAND—Is it possible to inform us of the approximate length of time needed to bore the artesian well, and how soon would the water be available?

Mr. W. KRUSE—The Japanese expert estimated it would take 150 days, 12 feet per day, based on its maximum depth. The length of time would depend on the depth.

Mr. H. BATHURST again dwelt on the necessity of more surface wells, and thought that one of the reasons they were not a success was because the sinking was abandoned when rock was met. He further enlarged upon the success achieved at Hillside, where by blasting a rock plenty of water was found. He felt this might have been done with the well at the Club.

Mr. W. KRUSE assured the meeting that everything had been done by the Council as regards surface wells, in the interests of both the Foreign and Chinese ratepayers.

Mr. B. G. TOURS—In discussion and argument round the question, the meeting should not lose sight of the original proposition. As I understand it, the idea and object of the Council in bringing forward the proposal regarding an experimental artesian well is to settle the question as to whether there can, or can not, be a permanent and regular water supply in Kulungau for use in emergencies of drought? That the surface wells are an unreliable source of water and are liable to drought has been plainly shown by two painful experiences in Kulungau in the present year. The absolute necessity of a water supply does no argument. If from no other point of view, sanitation and health demand a regular water supply. It has been shown conclusively that Kulungau does not at present possess a reliable water supply, and any efforts on the part of the Council to improve the state of things in this department should be welcomed and supported by the ratepayers. More opposition to the proposal is unreasonable; but if anyone has any scheme equally good, or better, let him bring it forward. A water supply is required, and an experimental artesian well is a step in the right direction, however it may turn out. More objections to the scheme certainly do not hold water.

The CHAIRMAN then submitted the following resolution:—"That this meeting of Ratepayers sanctions expenditure on sinking an experimental artesian well."

The motion, being seconded by Mr. B. G. TOURS, was put to the meeting, resulting in 29 being in favour of the motion, and 5 against.

Two voting papers in favour, being unsigned, were not counted.

A hearty vote of thanks to the Chairman terminated the meeting.

LATEST STEAMER MOVEMENTS.

The Indo-China str. *Kutang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 14th inst.

The Bank Line str. *Redhill* sailed from Kobe on the 30th ultimo for Moji.

The Bank Line str. *Hallamshire* arrived at Manila on the 28th ult.

The Bank Line str. *Americ* arrived at Kobe on the 28th ult.

The Doddrell Line str. *Sikh* arrived at Kobe on the 26th ult.

The I.G.M. str. *Yorck*, which left here on the 2nd ult., at 1 p.m., arrived at Genoa on the 29th ult., at 7 a.m.

The str. *Teichia* left Singapore for the port on the 30th ultimo afternoon, and may be expected here on or about the 7th inst.

The P. M. S. S. Co. str. *China*, sailing from San Francisco on the 29th October, arrived at San Francisco on the 26th ultimo.

SUFFERED FOR YEARS FROM LIVER COMPLAINT.

IMMEDIATE RELIEF, PAIN, DISAPPEARS, APPETITE RESTORED, OLD TIME VIGOUR RETURNS.

Thus F. TOWNSEND, Esq., speaks of his restoration.

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Gentlemen,—I have been troubled with a bad liver for years. The warm climate of South China is particularly prone to produce this complaint and in common with others I have suffered. A friend suggested Dr. Morse's Indian Root Pills. I tried them and received immediate benefit. The pain in my side and back disappeared, my appetite was restored, and life, which had been a burden, has become a joy. My old time vigour has returned. They have been a God-send to me. I would not be without them on any account. They keep me well and strong.

Believe me, Gentlemen,
Yours most sincerely,
F. TOWNSEND.

IS LIFE WORTH LIVING?

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When the liver is out of order life is a burden. Headache, loss of appetite, furrowed brow, bad breath, bad taste in the mouth, spots floating before the eyes, constipation, loss of vigour followed by more serious symptoms are the result of an inactive liver. Dr. Morse's Indian Root Pills have a world-wide reputation as THE GREAT LIVER REMEDY and DIGESTIVE TONIC.

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THE REVOLUTION AT LISBON

NARRATIVE OF A HONGKONG BORN JESUIT.

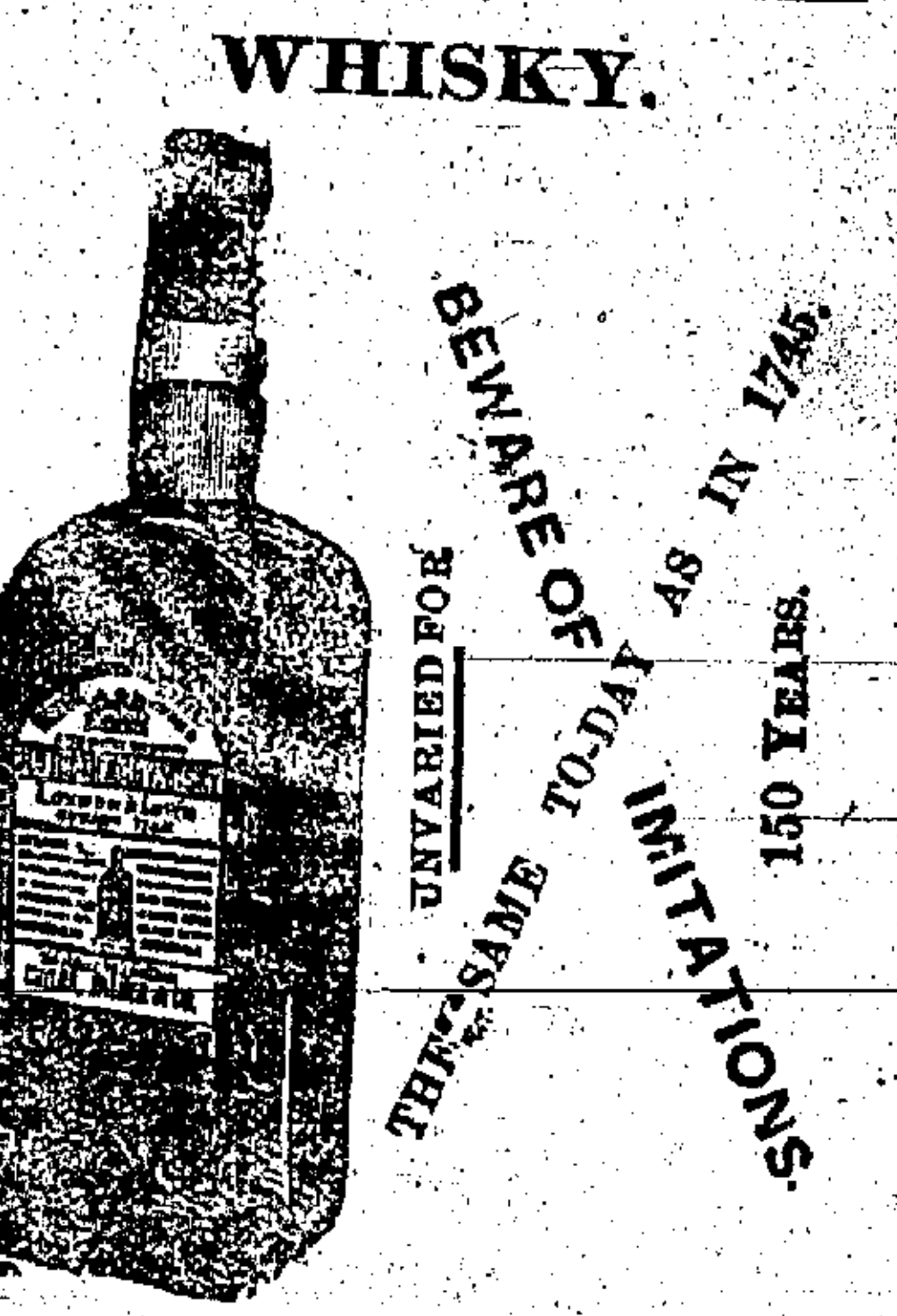
Writing to his relatives from "Manresa House," at Roshampton, S.W., a Hongkong-born Jesuit Father, who was taken prisoner at Lisbon and subsequently liberated owing to his being a British subject, says:—

"You will be surprised to learn that I am no longer a prisoner. That's true. I am now among good people on whom one can rely, and I can now assure you that it is a good thing for me to have been born in Hongkong. I am going to give you a detailed account of the recent events. But before doing so I must tell you that if I ever boasted of having been born in an English Colony I do feel now, more than before, thankful from the bottom of my heart, that I am an Englishman. I shall explain why.

"As you must know, on the 3rd or 4th ult. a revolution broke out in Lisbon and a Republic was proclaimed. I was then in the College of Barro. On the 5th we heard the very alarming news that the Republicans intended surprising us with an assault. All necessary precautions were taken and the people in our vicinity who were all our friends were informed of this news; they spontaneously offered themselves to come to our assistance during the night to defend us and guard the college. At night they really made their appearance in good numbers and took up their stations. Up to midnight everything was quiet, but by one o'clock a group of republicans was seen approaching, shouting and creating a disturbance; one of our servants at the vineyard fired a shot at the assailants, killing one on the spot; they immediately took to their heels and fled, and nothing else occurred during that night, except that our servant, fearing the consequence of his action, has disappeared and we know not of his whereabouts. We were only informed of this and incident the next morning, the 6th, and were also informed that the authorities at Terres Vedras were acquainted with the incident, they being all republicans. About 9.30 a.m. a detachment of cavalry was seen coming in our direction, and another detachment of infantry was observed approaching from the hillside. We thought at first that they were coming to investigate matters, but imagine our surprise when we noticed that they were forming for a siege of the College. The republicans who followed them were shouting *Viva republica!* &c., and were maliciously intent on ransacking the College, though showing themselves afraid to approach the building. As nothing was immediately done and the troops had halted, our Rev. Father Rector went to meet them and asked what they intended; thereupon they resolved to enter the premises and intimidate the Rector that a Republic had been proclaimed and that they had orders to disperse them, or, better, to take them all to Lisbon. At first they only said that the Republican Government had ordered that priests should quit the College and that every one of them must march on to Lisbon immediately in order to present themselves before the Government and receive instructions, and that probably they would be then sent back each to

(Continued on Page 7.)

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



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No. 14, Queen's Road Central.
Hongkong, 24th November, 1910. [707]

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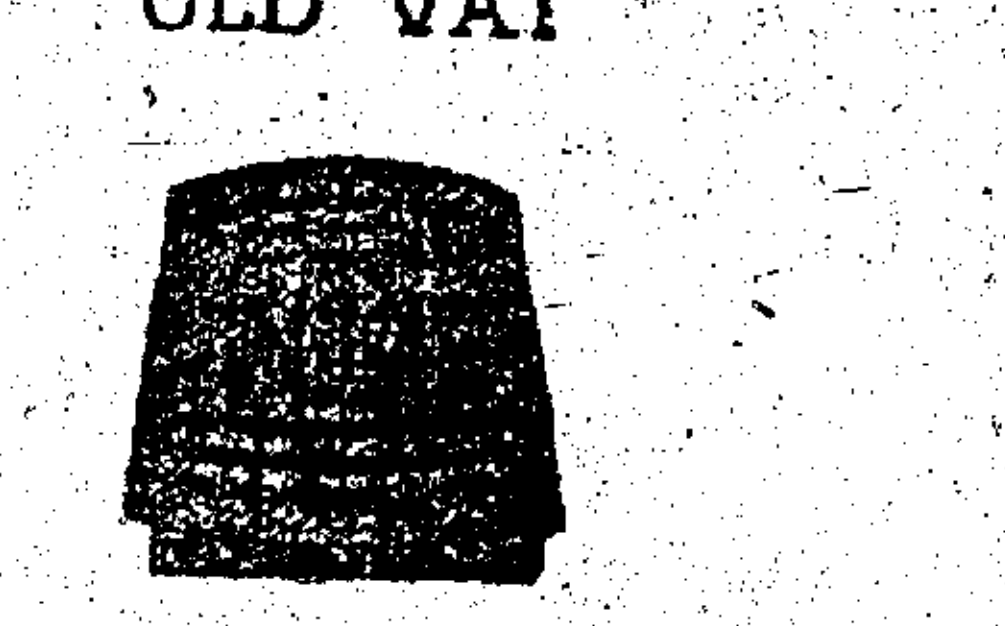
IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandler. Nos. 35 & 37, KING LOONG STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

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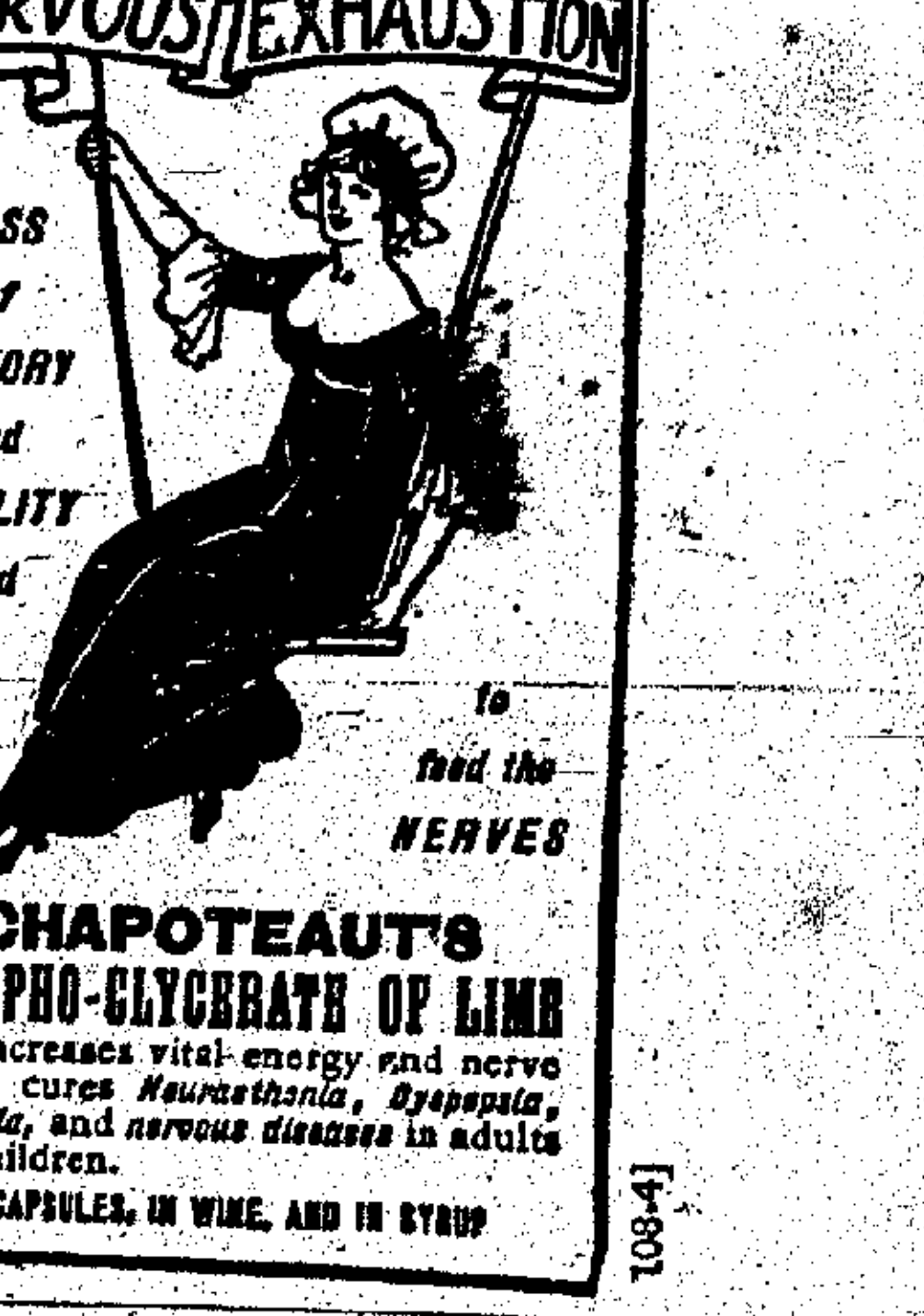


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ROUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 30th June, 1910.

SHIPPING.

ARRIVALS.
AMIRAL FOURCHON, French str., 3,187, Jovan, 30th Nov.—Singapore 23rd Nov., General—Messageries Maritimes.
AMURU, British str., 1,350, J. B. Harris, 30th Nov.—Shanghai 27th Nov., General—Butterfield & Swire.
DAIYU MARU, Japanese str., 246, Murayama, 30th Nov.—Swatow 29th Nov., General—Onaka Shosha Kaisha.
ERROLL, British str., 2,886, L. James, 30th Nov.—Mojil 24th Nov., Coal—Shewan, Tomes & Co.
HATTAN, British str., 1,183, J. W. Evans, 30th Nov.—Foolchow, Amoy via Swatow 29th Nov., General—Douglas, Lapraik & Co.
KINTANG, British str., 1,234, Robertson, 30th Nov.—Newchwang via Chefoo 23rd Nov.—Benin—Butterfield & Swire.
MONOGOLIA, American str., 8,750, H. E. Morton, 30th Nov.—San Francisco 25th Oct., General—P. M. S. S. Co.
ORRESTES, British str., 2,992, Steele, 29th Nov.—Shanghai 26th Nov., General—Butterfield & Swire.
PRINZ SEYMUND, German str., 1,374, C. Gosowisch, 29th Nov.—Bangkok 21st and Hollow 28th Nov., Rice and Wood—Butterfield & Swire.
PRINZ SEYMUND, German str., 1,344, D. Lenz, 30th Nov.—Kobe 24th November, General—Melchers & Co.
TINGGANG, British str., 1,060, Kitchens, 28th Nov.—Wuhu and Chinkiang 25th Nov., Rice—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 30th November.
Amigo, German str., for Haiphong.
Anhui, British str., for Canton.
Bombay, French str., for Saigon.
Cheongching, British str., for Shanghai.
Clara John, German str., for Hoihow.
Fry, Norwegian str., for Quing Chow Wan.
Indrapura, British str., for Singapore.
Kiyuhama, British str., for Canton.
Kuamang, British str., for Singapore.
Nile, British str., for Shanghai.
Orrestes, British str., for Singapore.
Quarta, German str., for Samarang.
Shibetsu Maru, Japanese str., for Takao.
Sungkiang, British str., for Hoihow.
Tenzer, British str., for Manila.
Tingyang, British str., for Canton.

DEPARTURES.

30th November.
HONGKONG, French str., for Haiphong.
KEMUN, British str., for Kigichiozu.
LUTZOW, German str., for Europe, &c.
ROBI, American str., for Manila.
SINGAN, British str., for Haiphong.
TACOMA MARU, Japanese str., for Nagasaki.
TAIWAN, British str., for Saigon.
YU SHUN, Chinese str., for Shanghai.

SHIPPING REPORTS.

The British str. *Haitan* reports: Light variable winds, fine, clear, cloudy weather and smooth seas.
 The British str. *Anhui* reports: Moderate S.E. winds, overcast showery weather to turn about, then light Westerly and Northerly wind and heavy weather to Hongkong.

VESSELS EXPECTED.

THE GERMAN MAIL.
 The I.G.M. str. *Prinz Ludwig*, carrying the German Mails with dates from Berlin of the 2nd ultimo, left Singapore on the 27th ult., at 7 a.m., and may be expected here to-day p.m.
THE CANADIAN MAIL.
 The C.P.R. Co.'s str. *Empress of Japan* arrived at Shanghai at 9 a.m. on the 29th ult., and left again at 6 p.m. same day for Hongkong, where she is due to arrive at 10 p.m. to-day.
THE INDIAN MAIL.
 The *Apar str. Gregory* arrived from Calcutta left Singapore on the 26th ultimo afternoon, and may be expected here to-morrow.

THE FRENCH MAIL.
 The M.M. str. *Ville de la Ciotat*, with the French Mails of the 6th ult., and Mails from London of the 5th ultimo, will leave Saigon on the 1st instant, and is expected to arrive here on Sunday, the 4th instant.
THE AMERICAN MAIL.
 The P. M. S. S. Co. str. *Torea* sailed from Yokohama on the 26th ultimo, and may be expected here on the 5th instant.
 The P. M. S. S. Co. str. *Siberia* sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 30th instant.

THE AUSTRALIAN MAIL.
 The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 28th ult., for Timor, Manila and this port, and is due here on the 9th instant.
MERCHANT STEAMERS.
 The *Barber Line* str. *Shimoda* left Singapore on the 25th ultimo morning, and is due here to-day.
 The O.S.K. str. *Panama Maru* from Tacoma, left Shanghai for this port on the 28th ult., at 8 a.m., and is expected to arrive here to-day.
 The H. A. Line str. *Evania* left Singapore on the 25th ultimo noon, and may be expected here to-day.
 The H. A. Line str. *Arangona* left Foochow on the 29th ultimo a.m., and may be expected here to-day.
 The str. *Glenlogan* left Singapore on the 26th ultimo and is due here to-morrow.

The N.Y.K. str. *Atsuta Maru* (European Line) left Moji for this port via Shanghai on the 28th ultimo, and is expected here on the 5th instant.
 The T.K.K. str. *Hongkong Maru* left Yokohama on the 25th ultimo, and is due to arrive at Hongkong on the 6th instant.
 The American-Antia S.S. Co.'s str. *Indra* left New York on the 20th Oct., and is due here on or about the 25th instant.
 The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 12th ultimo, and is due here on the 18th inst.
 The T.K.K. str. *Nippon Maru* sails from San Francisco on the 22nd ultimo, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th instant.

The str. *Glenloch* left London on the 5th ult., and is due here on or about the 20th inst.
 The American & Manchuria Line's str. *Albatross* left New York on the 10th ult., and is due here on or about the 1st January.

STEAMERS PASSED THE CANAL.

November 4th—*Hydon*, *Polyphemus*, *Syria*, 8th—*Benedict*, *Inverclyde*, *Pembroke*, *Rutland*, 11th—*Ambrus*, *Atsuta Maru*, *Nachson*, 16th—*Alcega*, *Eden*, *Alaska*, 23rd—*Bombardier*, *Glenloch*, *Goben*, *Indragiri*, *Nippon*, *Sunda*, 25th—*Antenor*, *Brigancia*, *Glamorgan*, *Hirano Maru*, *Peleus*, *Touren*, *York*, 29th—*Breconshire*, *C. Ferdi*, *Luzon*, *Carigan*, *Itachi Maru*.

ARRIVALS AT HOME.

Nov. 29th—*Cornwallshire*, *Prometheus*.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR...	Brit. str.	—	H. W. Kendrick, R.N.R.	P. & O. S. N. Co.	To-day, at 5 p.m.
LONDON &c. VIA USUAL PORTS OF CALL.	ASSATE...	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON, ROTTERDAM & ANTWERP...	BYRONSHIRE...	Brit. str.	—	Tomlinson...	JARDINE, MATHESON & Co., Ltd.	About 14th inst.
COPENHAGEN & BALTIC PORTS...	BEKING...	Swed. str.	—	—	OLAF WILJ & Co., Ltd.	On 5th inst.
ROTTERDAM, ANTWERP & HAMBURG, &c.	SIAM...	Swed. str.	—	—	MELCHERS & Co.	About middle of Jan.
HAYRE & HAMBURG VIA STRAIT, &c.	WESTPHALIA...	Ger. str.	k. w.	Jäger...	HAMBURG-AMERIKA LINE	On 13th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	ARABIA...	Ger. str.	k. w.	Ernst...	HAMBURG-AMERIKA LINE	On 9th inst.
MARSEILLES &c. VIA PORTS OF CALL...	ARMENIA...	Ger. str.	k. w.	Rohde...	HAMBURG-AMERIKA LINE	On 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS...	Frech. str.	—	Girard...	MESSEGERIES MARITIMES	On 3rd inst.
MARSEILLES & COPENHAGEN...	AKI MARU...	Jap. str.	—	K. Homma...	NIPPON YUSEN KAISHA	On 6th inst., at 1 p.m.
MARSEILLES HAMBURG & ANTWERP &c.	CANTON...	Swed. str.	—	—	OLAF WILJ & Co., Ltd.	On 7th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SITHONIA...	Jap. str.	k. w.	Brother...	HAMBURG-AMERIKA LINE	On 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU...	Jap. str.	—	A. E. Moss...	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU...	Jap. str.	—	H. Peterson...	NIPPON YUSEN KAISHA	On 27th inst., p.m.
NAPLES, GENOA, ALGERES, GIBRALTAR, &c.	ARAGONIA...	Ger. str.	k. w.	O. Pahnke...	MELCHERS & Co.	On 14th inst., at Noon
NEW YORK...	ARAGONIA...	Ger. str.	k. w.	Meyer...	HAMBURG-AMERIKA LINE	On 6th inst.
BOSTON & NEW YORK...	SUKH...	Brit. str.	—	—	DODWELL & Co., Ltd.	About 15th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN...	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE...	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 25th Jan., at Noon.
VICTORIA, B.C. & TACOMA VIA JAPAN...	PANAMA MARU...	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 13th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd inst., at Noon.
VICTORIA, B.C., VANCOUVER, & SEATTLE...	HALLAMSHIRE...	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	AWA MARU...	Jap. str.	—	—	TOYO KAISEN KAISHA	On 6th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA...	HONGKONG MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA...	YAWATA MARU...	Jap. str.	—	—	MELCHERS & Co.	To-morrow, at 8 a.m.
SAN FRANCISCO VIA JAPAN & HONOLULU...	PRINCE SIGISMUND...	Ger. str.	—	T. Sakine...	PACIFIC MAIL S.S. Co.	On 3rd inst., at 5 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA...	Am. str.	—	D. Lons...	PACIFIC MAIL S.S. Co.	On 10th inst., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA...	TENYO MARU...	Jap. str.	—	W. Davison...	TOYO KAISEN KAISHA	On 14th inst., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA...	CHINA...	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 17th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA...	CHANGSHA...	Brit. str.	1 m.	G. W. Eidy...	NIPPON YUSEN KAISHA	On 20th Jan., at Noon
KOBE & YOKOHAMA...	NIKKO MARU...	Jap. str.	—	M. Yagi...	NIPPON YUSEN KAISHA	On 28th inst.
KOBE & YOKOHAMA...	ATSUBA MARU...	Jap. str.	—	H. Reagoner...	MELCHERS & Co.	About 13th inst.
KOBE & YOKOHAMA...	COLENZ...	Ger. str.	—	M. Yagi...	NIPPON YUSEN KAISHA	On 21st inst., at Noon
KOBE & YOKOHAMA...	NIKKO MARU...	Brit. str.	—	Bouman...	JAVA-CHINA-JAPAN LUN	Quick despatch.
KOBE & YOKOHAMA...	PRINZ LUDWIG...	Ger. str.	—	F. v. Binzer...	MELCHERS & Co.	About 2nd inst.
KOBE & YOKOHAMA...	CHINHUA...	Brit. str.	1 m.	A. Harris...	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
KOBE & YOKOHAMA...	CHOWANG...	Brit. str.	—	M. Courtney...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
KOBE & YOKOHAMA...	VILLE DE LA CIOTAT...	Frech. str.	—	Barillon...	MESSEGERIES MARITIMES	On 5th inst., p.m.
KOBE & YOKOHAMA...	ANUHI...	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd inst., at M'night
KOBE & YOKOHAMA...	ERABILA...	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 6th inst.
KOBE & YOKOHAMA...	SIAM...	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 8th inst., at 8 a.m.
KOBE & YOKOHAMA...	BUJUN MARU...	Jap. str.	—	—	P. & O. S. N. Co.	About 9th inst.
KOBE & YOKOHAMA...	HIMALAYA...	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
KOBE & YOKOHAMA...	CEYLON MARU...	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon
KOBE & YOKOHAMA...	SCANDIA...	Brit. str.	k. w.	v. Dohren...	HAMBURG-AMERIKA LINE	On 15th inst.
KOBE & YOKOHAMA...	SUNDA...	Brit. str.	—	R. A. Peters...	P. & O. S. N. Co.	On 16th inst.
KOBE & YOKOHAMA...	NIPPON...	Swed. str.	—	—	OLAF WILJ & Co., Ltd.	On 22nd inst.
KOBE & YOKOHAMA...	TJILWONG...	Dut. str.	—	A. Pander...	JAVA-CHINA-JAPAN LUN	Quick despatch
KOBE & YOKOHAMA...	SOBU MARU...	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 7th inst., at 8 a.m.
KOBE & YOKOHAMA...	DAIGI MARU...	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 4th inst., at 10 a.m.
KOBE & YOKOHAMA...	HAIYANG...	Brit. str.	2 h.	J. W. Evans...	DOUGLAS LARPAIK & Co.	To-morrow, at 11 a.m.
KOBE & YOKOHAMA...	LAICHING...	Brit. str.	2 h.	A. B. Hodgins...	DOUGLAS LARPAIK & Co.	On 6th inst., at 11 a.m.
KOBE & YOKOHAMA...	KAPONG...	Brit. str.	—	W. C. Pasmors...	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 11 a.m.
KOBE & YOKOHAMA...	GABTO...	Am. str.	—	P. H. Rolfe...	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at Noon.
KOBE & YOKOHAMA...	LONGKANG...	Brit. str.	—	Mathias...	BUTTERFIELD & SWIRE	On 6th inst., at 4 p.m.
KOBE & YOKOHAMA...	SUNGKIANG...	Brit. str.	1 m.	E. Rice...	SHEWAN TOMES & Co.	On 7th inst., at 4 p.m.
KOBE & YOKOHAMA...	BORNEO...	Ger. str.	—	S. J. Payne...	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
KOBE & YOKOHAMA...	TOBA MARU...	Jap. str.	—	H. A. Harde...	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
KOBE & YOKOHAMA...	KUMANG...	Brit. str.	—	F. Sembill...	MELCHERS & Co.	Middle of Dec.
KOBE & YOKOHAMA...	ISCHIA...	Ital. str.	—	Y. Nomura...	NIPPON YUSEN KAISHA	On 12th inst.
KOBE & YOKOHAMA...	JAPAN...	Brit. str.	—	W. G. G. Leask...	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
KOBE & YOKOHAMA...	SHANTUNG...	Brit. str.	—	Be...	CARLOWITZ & Co.	On 13th inst., at Noon.
KOBE & YOKOHAMA...	TILATJAP...	Dut. str.	1 m.	A. Stewart...	DAVID SASSOON & Co., Ltd.	On 5th inst., at 1 p.m.
KOBE & YOKOHAMA...	—	—	—	Zwart...	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
KOBE & YOKOHAMA...	—	—	—	—	JAVA-CHINA-JAPAN LUN	Quick despatch

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"V. DE LA CIOTAT" Capt. Barillon	On 5th Dec., p.m.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 6th Dec., 1 p.m.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 10th November, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea) &c. Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec, N.B.
"EMPRESS OF JAPAN" SAT., 17th Dec.	"ALLEN LINE" FRIDAY, 13th Jan.
"EMPRESS OF CHINA" SAT., 14th Jan.	"ALLEN LINE" FRIDAY, 10th Feb.
"MONTEAGLE" WED., 25th Jan.	"ALLEN LINE" FRIDAY, 10th Mar.
"EMPRESS OF INDIA" SAT., 11th Feb.	"ALLEN LINE" FRIDAY, 7th April.
"EMPRESS OF JAPAN" SAT., 11th Mar.	"ALLEN LINE" FRIDAY, 5th May.
"EMPRESS OF CHINA" SAT., 8th April	

"Empress" Steamships leave HONGKONG at 7 a.m. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71 10s. Intermediate (1st Class) £43 " 2nd Class £45 " 3rd Class £24 " 4th Class £19 " 5th Class £14 " 6th Class £10 " 7th Class £7 " 8th Class £5 " 9th Class £3 " 10th Class £2 " 11th Class £1 " 12th Class £0 " 13th Class £0 " 14th Class £0 " 15th Class £0 " 16th Class £0 " 17th Class £0 " 18th Class £0 " 19th Class £0 " 20th Class £0 " 21st Class £0 " 22nd Class £0 " 23rd Class £0 " 24th Class £0 " 25th Class £0 " 26th Class £0 " 27th Class £0 " 28th Class £0 " 29th Class £0 " 30th Class £0 " 31st Class £0 " 32nd Class £0 " 33rd Class £0 " 34th Class £0 " 35th Class £0 " 36th Class £0 " 37th Class £0 " 38th Class £0 " 39th Class £0 " 40th Class £0 " 41st Class £0 " 42nd Class £0 " 43rd Class £0 " 44th Class £0 " 45th Class £0 " 46th Class £0 " 47th Class £0 " 48th Class £0 " 49th Class £0 " 50th Class £0 " 51st Class £0 " 52nd Class £0 " 53rd Class £0 " 54th Class £0 " 55th Class £0 " 56th Class £0 " 57th Class £0 " 58th Class £0 " 59th Class £0 " 60th Class £0 " 61st Class £0 " 62nd Class £0 " 63rd Class £0 " 64th Class £0 " 65th Class £0 " 66th Class £0 " 67th Class £0 " 68th Class £0 " 69th Class £0 " 70th Class £0 " 71st Class £0 " 72nd Class £0 " 73rd Class £0 " 74th Class £0 " 75th Class £0 " 76th Class £0 " 77th Class £0 " 78th Class £0 " 79th Class £0 " 80th Class £0 " 81st Class £0 " 82nd Class £0 " 83rd Class £0 " 84th Class £0 " 85th Class £0 " 86th Class £0 " 87th Class £0 " 88th Class £0 " 89th Class £0 " 90th Class £0 " 91st Class £0 " 92nd Class £0 " 93rd Class £0 " 94th Class £0 " 95th Class £0 " 96th Class £0 " 97th Class £0 " 98th Class £0 " 99th Class £0 " 100th Class £0 " 101st Class £0 " 102nd Class £0 " 103rd Class £0 " 104th Class £0 " 105th Class £0 " 106th Class £0 " 107th Class £0 " 108th Class £0 " 109th Class £0 " 110th Class £0 " 111th Class £0 " 112th Class £0 " 113th Class £0 " 114th Class £0 " 115th Class £0 " 116th Class £0 " 117th Class £0 " 118th Class £0 " 119th Class £0 " 120th Class £0 " 121st Class £0 " 122nd Class £0 " 123rd Class £0 " 124th Class £0 " 125th Class £0 " 126th Class £0 " 127th Class £0 " 128th Class £0 " 129th Class £0 " 130th Class £0 " 131st Class £0 " 132nd Class £0 " 133rd Class £0 " 134th Class £0 " 135th Class £0 " 136th Class £0 " 137th Class £0 " 138th Class £0 " 139th Class £0 " 140th Class £0 " 141st Class £0 " 142nd Class £0 " 143rd Class £0 " 144th Class £0 " 145th Class £0 " 146th Class £0 " 147th Class £0 " 148th Class £0 " 149th Class £0 " 150th Class £0 " 151st Class £0 " 152nd Class £0 " 153rd Class £0 " 154th Class £0 " 155th Class £0 " 156th Class £0 " 157th Class £0 " 158th Class £0 " 159th Class £0 " 160th Class £0 " 161st Class £0 " 162nd Class £0 " 163rd Class £0 " 164th Class £0 " 165th Class £0 " 166th Class £0 " 167th Class £0 " 168th Class £0 " 169th Class £0 " 170th Class £0 " 171st Class £0 " 172nd Class £0 " 173rd Class £0 " 174th Class £0 " 175th Class £0 " 176th Class £0 " 177th Class £0 " 178th Class £0 " 179th Class £0 " 180th Class £0 " 181st Class £0 " 182nd Class £0 " 183rd Class £0 " 184th Class £0 " 185th Class £0 " 186th Class £0 " 187th Class £0 " 188th Class £0 " 189th Class £0 " 190th Class £0 " 191st Class £0 " 192nd Class £0 " 193rd Class £0 " 194th Class £0 " 195th Class £0 " 196th Class £0 " 197th Class £0 " 198th Class £0 " 199th Class £0 " 200th Class £0 " 201st Class £0 " 202nd Class £0 " 203rd Class £0 " 204th Class £0 " 205th Class £0 " 206th Class £0 " 207th Class £0 " 208th Class £0 " 209th Class £0 " 210th Class £0 " 211st Class £0 " 212th Class £0 " 213th Class £0 " 214th Class £0 " 215th Class £0 " 216th Class £0 " 217th Class £0 " 218th Class £0 " 219th Class £0 " 220th Class £0 " 221st Class £0 " 222nd Class £0 " 223rd Class £0 " 224th Class £0 " 225th Class £0 " 226th Class £0 " 227th Class £0 " 228th Class £0 " 229th Class £0 " 230th Class £0 " 231st Class £0 " 232nd Class £0 " 233rd Class £0 " 234th Class £0 " 235th Class £0 " 236th Class £0 " 237th Class £0 " 238th Class £0 " 239th Class £0 " 240th Class £0 " 241st Class £0 " 242nd Class £0 " 243rd Class £0 " 244th Class £0 " 245th Class £0 " 246th Class £0 " 247th Class £0 " 248th Class £0 " 249th Class £0 " 250th Class £0 " 251st Class £0 " 252nd Class £0 " 253rd Class £0 " 254th Class £0 " 255th Class £0 " 256th Class £0 " 257th Class £0 " 258th Class £0 " 259th Class £0 " 260th Class £0 " 261st Class £0 " 262nd Class £0 " 263rd Class £0 " 264th Class £0 " 265th Class £0 " 266th Class £0 " 267th Class £0 " 268th Class £0 " 269th Class £0 " 270th Class £0 " 271st Class £0 " 2

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Kenrick, R.N.R.	3 P.M., 1st Dec.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. L. E. S. Spicer	About 9th Dec.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 10th Dec.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. R. A. Peters	On 16th Dec.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 1st December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
ILLOILO and CEBU via AMOY	"SUNGKIANG"	On 1st Dec., 4 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 1st Dec., 4 P.M.
SHANGHAI	"CHINHUA"	On 1st Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Dec., 4 P.M.
MANILA	"KAIPOING"	On 6th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTIAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTIAN") with excellent accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 1st December, 1910

BUTTERFIELD & SWIRE,
AGENTS.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS	DATE OF SAILINGS.
COPENHAGEN	"PEKING"	On 5th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 22nd December.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WILK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 25th November, 1910.

[1085]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 2nd Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hedgins	TUESDAY, 6th Dec., at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 9th Dec., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong 30th November 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 23rd November 1910

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 1st Dec., 3 P.M.
SHANGHAI via SWATOW	"CHOYANG"	Friday, 2nd Dec., 11 A.M.
MANILA	"YUENSANG"	Saturday, 3rd Dec., Noon.
MANILA	"LOONGSANG"	Saturday, 9th Dec., Noon.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wednesday, 14th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS

The Steamers "KUTSANG," "NAMSIANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 1st December, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 7th Dec., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU"	THURSDAY, 8th Dec., at 8 A.M.
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 4th Dec., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with the NIPPON KISEN KAISHA's Steamers at Shanghai, for the NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4003	E. Rice	Manila, Cebu & Iloilo	On 7th Dec., 4 P.M.
RUBI	4003	S. Crosby	Manila, Iloilo & Cebu	"

For Freight or Passage apply to

SHEWAN, TOMES & Co.

General Managers.

HONGKONG, 29th November 1910

PHILIPPINES S.S. Co.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North-Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BRASILLIA ... 3rd Dec.	S.S. ARMENIA ... 3rd Dec.
S.S. SCANDIA ... 15th Dec.	S.S. WESTPHALIA ... 9th Dec.
S.S. SLAVONIA ... 28th Dec.	FOR ROTTERDAM, ANTWERP & HAMBURG:
S.S. SEGOVIA ... 12th Jan.	S.S. BULGARIA ... 15th Dec.
S.S. SPEZIA ... 28th Jan.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. SILESIA ... 10th Feb.	S.S. SITHONIA ... 17th Dec.
S.S. PREUSSEN ... 27th Feb.	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. ARABIA ... 24th Dec.
	FOR NEW YORK:
	S.S. ARAGONIA ... On 6th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 26th November 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	Feb. 18th, 1911.
S.S. BUJO MARU	10,500 "	April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.
Hongkong, 26th November, 1910.

4031

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, & C.

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FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office
32, WATER STREET
YOKOHAMA

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	AKI MARU Capt. K. Homma	7,000	WED'DAY, 7th Dec., at Daylight
	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 21st Dec., at Daylight
	KAWACHI MARU Capt. H. Peterson	7,000	TUESDAY, 27th Dec., P.M.
	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 31st Dec., from Kona
VICTORIA B.C. & SEATTLE	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 6th Dec., at Noon
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 3rd Dec., at Noon
	YAWATA MARU Capt. T. Sekine	5,000	THURSDAY, 22nd Dec., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon
	ATSUTA MARU Capt. Wm. Thompson	9,000	THURSDAY, 8th Dec., at 5 P.M.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne	6,000	MONDAY, 12th December.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 12th December.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 21st Dec., at Noon

§ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSHALLS AND HONOLULU VIA COPELAND.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class S	Y 550.00
KITANO	9000	1st Mar.	" " "	R 825.00
IYO	7000	15th "	" " "	S 360.00
HIRANO	9000	29th "	" " "	R 540.00
TANGO	8000	12th April	" " "oldstr.	S 500.00
KAMO	9000	26th "	" " "	R 750.00
AKI	7000	10th May	" " "	S 330.00
MISHIMA	9000	24th "	" " "	R 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Ports:	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class S	\$ 430
INABA	7000	28th Mar.	" " "	" 2nd Class S \$ 421
TAMBA	7000	25th April.	To London via New York:	1st Class S \$ 460
AWA	7000	23rd May.	via St. Lawrence:	1st Class S \$ 459

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO, MANAGER.

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13-125] T. KUSUMOTO, MANAGER.

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[573]

VESSELS ON THE BERTH

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THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this

for Bombay, etc., on SATURDAY, the 10th

December, 1910, at NOON, taking passengers

and Cargo for the above ports in connection

with the Company's s.s. "Mikoola," 9,505

tons, from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valuables, all cargo for France and

Tee for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London,

other cargo for London, etc., will be conveyed

via Bombay by the R.M.S. "Dorset," due

in London on the 21st January, 1911.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 29th November, 1910.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR

Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SIKH" ... On or about 15th Dec.

For Freight and further information, apply to

